

VOL. XIV—NO. 103.

BARRE, VERMONT, THURSDAY, JULY 21, 1910.

FREIGHTS MOVE
OVER CENTRAL
VT. R. R. TODAY

Five Trains Left St. Albans,
Two From Montpelier Junction
and One From White
River Junction, North-
ward.

BUT LITTLE DISORDER
FOLLOWS MOVEMENT

Both Railroad and Strikers
Claim Satisfaction With
Situation—Gov. Prouty
Leaves 42 Deputies in
Island Pond.

St. Albans, July 21.—The one big development today in the strike on the Central Vermont and Grand Trunk railroads was the beginning of the movement of freight trains. All the way-freight for St. Albans was put on the road this morning, and five freight trains left this city today, three going southward, one to Rouses Point, N. Y., and the other to St. Johns, where it will be offered to the Grand Trunk railroad. The way-freight for the northward left White River Junction today, and also freight trains were started both ways out of Montpelier Junction.

General Manager Jones of the Central Vermont stated today that his company was gradually working toward a complete resumption of freight handling and that there was no likelihood of the trains being stalled. He said it probably would take a few days to get into running order, and for the present freight trains will be sent out to make their destination before nightfall.

The local dairy freight started from this city at 5:27 this morning and arrived at White River Junction at 10:45 this forenoon. At the schedule offered by the railroad, the conductor of this train received \$4.03 for his few hours' work, according to the railroad officials, the schedule being \$3.36 for each hundred miles. The brakemen on the same train got \$2.70 for their trip.

A high official of the Central Vermont expressed the belief today that within a few days his company's trains would be running as if there were no strike, provided the road is given the police protection that it is entitled to. The officers here got word of slight disturbances at Burlington and White River Junction today.

On the other hand, the strikers declare that things are going well for them, and Vice President Murdoch sends word from Montreal that the fight is going even better than was anticipated.

The Central Vermont is getting the assistance of electric railroads in receiving goods in St. Albans. Goods may be routed over the Boston & Maine railroad to Swanton and then shipped by electric car from Swanton to St. Albans. Local dealers are watching their credit closely, and no new credit accounts will be taken on no new credit accounts.

GOV. PROUTY LEAVES
ISLAND POND FOR HOME

Was Satisfied That Force of Deputies
Was Able to Quell Any Distur-
bances Which Might Arise
With Strikers.

Island Pond, July 21.—Governor Prouty left town last night after being here all day yesterday looking after the strike situation on the Grand Trunk railroad. He was satisfied that the force of deputies was large enough to prevent any outbreak among the 150 strikers. The first freight train which was moved on the line between Montreal and Portland, reached here last evening from Montreal and left for Portland some time later. Governor Prouty came yesterday morning together with 42 deputies.

The presence of deputies is due to damage done to car windows and switches and other yard equipment. Much of the damage was done by young people and last night a curfew order compelling minors to be at home by 9 p. m. went into effect.

NEW MEN QUIT PLACES.

Strikers Approach Them Successfully at
Brattleboro.

Brattleboro, July 21.—The 9:20 train from White River Junction to Springfield, Mass., yesterday morning, went no farther than this town. The mail car was out of order and taken to Springfield. The rest of the train was backed onto the Boston and Maine tracks.

The first Central Vermont train to reach Brattleboro since the strike started, arrived here at 10:10 yesterday morning from New London, 10 minutes

behind the regular schedule. Former conductor Thompson of St. Albans was in charge and three railroad detectives made up the crew.

There was a large gathering of strikers and they indulged in considerable abuse of the train crew. No violence was offered, however.

The temper of the crowd at the station was somewhat aroused yesterday afternoon when a crew of strikers came in from New London, carrying revolvers.

As fast as the strike breakers alighted from their trains they were approached by the striking railroad men, and at nightfall but one solitary strike breaker remained in town. He has joined the strikers, surrendered his weapon and is being fed by the striking trainmen.

He gave his name as Casey and was put on the strike payroll.

The company will not sell any tickets for South Vermont on any Boston & Maine train, but will sell a ticket to Brattleboro, Mass. The passengers can stop off at South Vermont, but his chances of getting back to Brattleboro are uncertain.

FERMENT AT BURLINGTON.

An Occasional Indication That There Was
Trouble.

Burlington, July 21.—There were almost no signs of a strike about the station yesterday. A few strikers gathered about to witness the departure of the train but made no effort to hinder the strike breakers from working.

Some of the conductors were present most of the time and cautioned the men against any act of violence. There seemed to be no desire on their part for any such thing, however.

A ripple of excitement was sent along the station platform in the morning, when Police Officer Gorman took a remonstrance away from a youth by the name of Edward La Motte. The boy was not trying to do anything with it and said that he was simply on exhibition so that he was not placed under arrest.

The only other occurrences out of the ordinary were the throwing of a piece of brick which struck a strike breaker in the leg and a strike breaker evening. Both acts are disclaimed by the strikers, who say it was the work of bystanders.

Last night Deputy Sheriff Todd was stationed at the depot, in addition to the regular police, but the strike breakers were unharmed and again slept in the freight cars.

NO SIGN OF IMPROVEMENT

On the Washburn Railroad, Say Same
of the Officials.

Buffalo, N. Y., July 21.—Late last night, D. L. Forsyth, superintendent of transportation of the Washburn, said in reference to the strike:

"I have spent a busy day here and find the situation satisfactory on the whole. Our passenger service has not been interrupted. We have not attempted to run any freight trains."

The ranks of the strikers have not been increased and the first estimates of men on strike were too high. I do not think more than 70 of our men are out between here and Windsor.

Mr. Forsyth is too optimistic in his view of other railroad men say here. They claim the situation is not better as no signs of improvement are shown. Not a pound of freight was moved yesterday. Washburn and Grand Trunk agents have orders to accept no freight of any description until further notice.

The Washburn made a proposition to the strike executive committee at St. Thomas last night, that the Washburn employees be allowed to return to work on the ground that they would not be called upon to handle Grand Trunk freight. The proposition was rejected.

IF VERMONT FAILS

Then President Taft Will Be Appealed
to For Protection.

Portland, Me., July 21.—J. J. Connolly, assistant superintendent and trainmaster, said yesterday of the Island Pond situation:

"We have appealed to the governor for our trains at Island Pond, and he is there to-day. If the state of Vermont cannot do it then we shall appeal to President Taft for protection."

"While the strikers at Island Pond are not outgrowing the trouble, the fact is that with the exception of a few other citizens and business men everybody at that little place among the mountains and close to the line is a railroad man, and about all of them are on a strike."

The claim that the work there Tuesday night, when threats to shoot trainmen were made, was by other than the strikers, is absurd. There is nobody else there and nobody can get there except over the Grand Trunk railroad.

NO ARBITRATION.

Because Strikers Fear Bad Faith by the
Grand Trunk.

Toronto, July 21.—General manager of transportation of the Grand Trunk said today that within a few days the company and all its branches will again be handling freight and the system will be normal. Vice President Murdoch of the strikers declares that they will not accept arbitration, fearing the company will not keep its faith. The situation is quiet and passenger trains are running as usual.

B. & M. Crews In Charge.

Windsor, July 21.—The strike of the conductors and trainmen on the Central Vermont has not affected the train service here to any extent, as nearly all trains when run over the Central Vermont from between Windsor and White River Junction are run by B. & M. crews. The two Central Vermont freight trains, which run daily through Windsor, have been cancelled and all freight here is being routed over the Boston & Maine.

STARTLING
REVELATION

Counterfeiting Conducted in
Charlestown Prison

PRACTICALLY ADMITTED

Alley, Moulds and Bogus Half-dollars
Have Been Discovered in Massachu-
setts State Prison—Investiga-
tion Going On.

Boston, July 21.—Warden Benjamin F. Bridges of the state prison at Charlestown practically admitted this morning that counterfeiting has been going on in the Charlestown prison, and that material for the counterfeiters had been found in the cells. Frederick Pettigrew, chairman of the state prison committee, is directing a search in every cranny of the prison to-day, and a statement is expected before night.

Never before in the memory of the oldest officials at the Charlestown state prison have counterfeiters, serving time for various offenses against the law, had the nerve to turn counterfeiters and start the manufacture of half dollars in the very last place that secret service men would ever think of looking for it.

If any had the nerve it is not on record that any before have ever been caught in smuggling the necessary outfit past the guards and starting operations in their cells.

ONE MAN KILLED
BY QUARRY SLIDE

Ira Baker, Aged 31, Victim at West
Rutland and Two Other Men
Were Injured.

Rutland, July 21.—One man was killed and two others injured in an accident which occurred last evening at about 8:30 at the quarry of the Grand Trunk & White River Railroad at West Rutland. The men were caught under about 25 tons of earth and rock which fell from the side of the quarry without a moment's warning, burying one man, Ira Baker, and killing him instantly. The other two, Edward Gurry and Elmer Powers, received severe lacerations and cuts but are not seriously hurt.

All three men are drill runners and were engaged in their work on a ledge when the scale fell upon them. Baker's lower limbs and body were buried under the rock, while his head and shoulders were above the ground.

The dead man was 31 years of age, unmarried and came to West Rutland from Danbury, having been employed by the Grand Trunk & White River Railroad for about three years.

TITCOMB ACCEPTS.

Former Fish and Game Warden Commis-
sioner Succeeds H. G. Thomas.

Lyndonville, July 21.—John W. Titcomb, formerly one of the fish and game commissioners of Vermont under the old law, has accepted the appointment as state commissioner of game and fisheries, resigned, and will take the office August 1. Mr. Titcomb has had a wide experience in this business, was for a number of years chief of the bureau of fish culture of the United States government at Washington, and is recognized as one of the most expert authorities on this subject in the country.

\$10,000 SUIT SETTLED.

Session of United States Circuit Court
Came to Sudden Close.

Brattleboro, July 21.—The adjourned session of the U. S. court at Newfane was brought to a sudden close yesterday by the settlement of the \$10,000 suit by L. H. Barber of Brattleboro to recover damages for injuries sustained in an auto wreck while riding with James H. White of Meriden, Conn., on May 11, 1908. Judgment was entered for the defendant to recover costs, but it is generally understood that the liability insurance company made a satisfactory settlement with Mr. Barber. The jurors were excused until Tuesday, when they were notified to appear at Windsor.

DR. ALLEN SENTENCED

To Serve Five to Eight Years in Ver-
mont State Prison.

Woodstock, July 21.—Dr. Samuel J. Allen of White River Junction was sentenced in supreme court here yesterday afternoon to not less than five nor more than eight years in state prison on the charge of performing an illegal operation, of which he was found guilty by a jury several days ago.

Pending his inability to secure \$5,000 bail for his appeal, the doctor has been in Windsor county jail here.

MILLINERY STOCK RUINED.

Mrs. L. J. Knight, Heaviest Loser in
Fire at Richmond.

Richford, July 21.—Fire which broke out in the Garvin building early this morning was extinguished quickly, but before it had ruined the millinery stock of Mrs. L. J. Knight. Her loss is covered by insurance, as is the loss on the building, sustained by Mrs. F. C. Wheeler. The cause of the fire is a mystery, perhaps being from defective wiring or from spontaneous combustion.

P. E. Manchester of St. Albans was in the city to-day on business.

City Attorney M. S. Vilas of Burlington has received complaints against local fruit dealers who keep their goods on the walks exposed to dust and germs. This, it is said, is a serious menace to health. Mr. Vilas will notify these dealers to remove goods and will enforce the city ordinance relative to obstructing sidewalks. The chief of police will also be asked to report all other merchants who are obstructing the walks.

BOARDERS OBJECTED
TO STRIKEBREAKERS

Told Landlord That One of the Other
Would Go, and the Permanent
Boarders, Who Were Stone-
cutters, Stayed.

There is no change to-day in the Central Vermont strike situation, as far as Barre is concerned. No freight of any kind has been moved in or out of the city on the C. V. line since the strike went into effect, except the three cars of perishable freight, which were brought in Tuesday afternoon, that had arrived in Montpelier the night before. With the main line plugged up with freight, there will be no moving of granite shipments from this city for the present.

The passenger trains are running nearly on time, and the Barre branch trains are in charge of conductor Kanally, a regular conductor, who refused to strike, and a strikebreaker. Conductor Kanally is running the night train, and the strikebreaker is on during the day. The two strikebreakers who were sent here yesterday, one to act as conductor and the other as a brakeman in the yard, engaged on Merchant street, and last evening at supper time, it is said, the two strikebreakers met with a cool reception from the other boarders in the house, who are mostly union stonecutters.

Though the cutters did not molest the two men or cause any disturbance at the house, they intimated to the landlord that either the strikebreakers would have to leave or all the other boarders would. The landlord immediately took the hint, it is said, and informed the strikebreakers that they would have to leave. The two men left at once and went to the freight office, where they stayed for the night. This morning the man who had been working as brakeman in the yard left his job. It is not known whether he was sent somewhere else on the line or decided to give up strikebreaking as a bad job. The conductor is getting his meals at the restaurants.

A similar outbreak for strikebreakers was shown at the boardinghouse of the Montpelier & Wells River trainmen in this city. When the breakers started to sit down to a meal, the M. & W. trainmen got up, it is said, and informed the keeper of the place that the two couldn't board at the same place, with the result that the strikebreakers left the boardinghouse.

The 11:45 passenger train over the Central Vermont took out today an empty refrigerator car of the Swift Beef company. Sheriff Tracy and Deputy Sheriff H. D. Camp watched the arrival of the 12:55 train, which came at 1:15 this afternoon. So far as disorder was concerned, the officers might as well have attended a Quaker meeting.

FREIGHT TRANSFER
WAS MADE TODAY

Montpelier & Wells River Railroad Ac-
cepted Ten Cars from Central
Vermont at Montpelier.

The first transfer of freight from the Central Vermont to the Montpelier & Wells River railroad at Montpelier since the strike on the former started last Tuesday was made yesterday when the M. & W. accepted ten cars of grain from E. W. Bailey & Co. This shipment was handled by the trainmen of the Montpelier & Wells River road after a conference held with trainmen in St. Albans last night, at which, it is said, the M. & W. trainmen were told to go ahead and handle the transfer. In order to transfer the cars the C. V. trainmen had to break a lock, and they left the switch open, so that the M. & W. suburban train crew had to run down and close it.

The Montpelier granite manufacturers are considerably worried for fear that they will be unable to get granite stock, since the most of them are located on the lines of the Central Vermont railroad. Many of them are running low on stock at present.

DEATH OF FRED H. WHITNEY.

Williamstown Man Stricken—Acute At-
tack of Appendicitis the Cause.

Fred H. Whitney, a prosperous farmer and highly respected citizen of Williamstown, passed away at his home Tuesday morning, following an operation for appendicitis, which was performed last Friday by Dr. Chandler of Montpelier.

Whitney was born in the town of Williamstown, his condition was found to be such that his recovery was considered hopeless from the first, and he died after four days of great suffering. He was a quiet, unassuming man, a kind neighbor and a most excellent man in his family, where he will be sadly missed, as well as by a large circle of friends.

Mr. Whitney was born in Williamstown in 1836, and had spent his entire life in that place. In 1882 he married Elizabeth Perry Webster, who survives him with four sons, Harry, Aura, Ora and John, two daughters, Mrs. Susie Remis of Chazy, N. Y., and Miss Emma Whitney of Barre City; also a step-son, Loren Webster of Quaker Street, N. Y., and a brother, Edwin Whitney of Williamstown.

Funeral services were held this afternoon at the house at 2 o'clock. Rev. Cora Eaves, pastor of the Universalist church, officiating, and interment was in the Williamstown cemetery.

"BILLY" PAPKE AND
BRIDE OUTWITTED PARENTS

Wife's Parents Preparing to Take
Her to Europe—Will Take Her
Bride to Australia.

Buffalo, N. Y., July 21.—"Billy" Papke, the middleweight boxer, was married yesterday to Miss Edna E. Pulver of Hamilton, Ontario, the marriage being in the nature of an elopement. The parents of the bride were preparing to leave for Europe with Miss Pulver and her sister. The couple will tour the United States in an automobile, later sailing for Australia, where the fighter has engagements.

N. E. Chaffee Nominated.

Enfield, July 21.—Newman K. Chaffee, a well known boxer man, was nominated without opposition as city representative at the Republican caucus last evening.

Would Injure No Enterprise.

Through the establishment of these de-
positories the government does not touch
or infringe upon any private enterprise.
It does not invade the actual domain
of any industry. It does not create a
bank, it does not seek to encourage
a single deposit that would enter a
single dollar into the bank, the time
approach only to the week, the time
approach only to the stranger in our land,
and offering him a small income, but
large security as to hold his savings
until he can invest them to better ad-
vantage.

There has been great opposition in the

MARSHFIELD
MAN CHOSEN

A. T. Davis Succeeds Himself
as the President

OF VERMONT POSTMASTERS

The Closing Session of Convention of
Third and Fourth-Class Officials
Was Held at Montpelier
To-day.

The fourth annual meeting of the Vermont league of the National League of Postmasters, comprising the third and fourth class, which has been in session at the courthouse in Montpelier, closed shortly before noon to-day, following the election of officers and the transaction of other routine business. Alvi T. Davis of Marshfield was honored with re-election as president for the ensuing term. Melvin J. Holt of South Woodbury was elected vice president and Miss M. J. Hall of South Ryegate secretary and treasurer.

The executive committee contains C. R. Webster of Barton and E. W. Chase of Rochester. The selection of a delegate to the national convention at Chattanooga was left with the president. Essex Junction was chosen as the place for the next meeting of the Vermont league. The postmasters discussed informally their trials and tribulations to-day and listened to the national president, A. K. Hoag of Orchard Park, N. Y., who spoke about the object of the organization and of matters of interest to the members.

The convention was opened yesterday afternoon, with an attendance of about thirty postmasters and postmistresses, with President Davis presiding. After the formal opening, Postmaster Joseph G. Brown of Montpelier gave the address of welcome.

Miss Marion J. Hall of South Ryegate, secretary and treasurer, reported that the league was organized in 1907 and now has a balance of \$30.36.

Postoffice Inspector C. H. Pendleton of Boston gave an address on "Advancement of the Postal Service," which was followed by short talks by members of the league. Postmaster Chase of Essex spoke on the subject of "The Troubles of the Money Order and Registry Business," which he thought was largely caused by the illegible handwriting of patrons. Postmaster R. D. Sherry of Croton on "The Postmaster and the Rural Carriers."

Congressman Frank Plimley occupied most of the evening session with an address on "Postal Savings Banks" and Miss Marion Hall, the secretary of the convention gave a report of the national convention at New York last year, after which there was an informal discussion.

Mr. Plimley's Speech.

In his address Mr. Plimley said in part:

"The savings deposit idea is a child of the 19th century first taking form in this country in the city of Philadelphia in 1816, starting as the Philadelphia Savings Fund society with a deposit of \$500, which has grown to the tremendous amount of \$60,000,000 while there are in the United States at the present time 1,703 savings banks with a total deposit of \$2,000,000,000. The purpose of the promoters of these banks was beneficial and altruistic. It was urged that it would encourage among the people, habits of thrift, economy and frugality, that it would encourage and greatly reduce wasteful expenditure, that in this regard it would especially appeal to and prove peculiarly valuable to wage earners."

Even in the New England states there are very many native born citizens, both men and women, who will not trust the banks with their money and prefer to hoard it and to hide it rather than to incur the risk of depositing in a bank, which may fail as banks have been known to do, rarely but yet occasionally. By those of foreign birth, who have yet a greater distrust of banks. These, however, come from countries where the postal savings depositors are the creative of the government with the security of its strength to make the deposit absolutely safe."

It is known that there are in this country about \$3,500,000,000 in money outstanding which is in circulation, but only \$2,000,000,000 of this, only a little more than one-half, can be accounted for by the treasury officials. It is not in circulation. It is believed to be in hiding.

"That to bring back into circulation the \$1,500,000,000 which cannot be explained otherwise than as in hiding is of vast importance to the industrial and commercial welfare of our people is not questioned; and it is accepted in this country as an axiom that for every dollar in actual circulation four dollars of credit are secured. If only one-third comes out of its hiding place it will add \$2,000,000,000 to the business capacity of the country. That it would secure to those who would make use of this means of deposit all of the benefits and advantages, moral and material which admittedly have come to the family and the individual by the use of the savings bank does not admit of doubt."

Through the establishment of these de-
positories the government does not touch
or infringe upon any private enterprise.
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VOTE IN FAVOR
OF NEW BILL

Barre Quarry Engineers Al-
most Unanimous

FOR A 5-YEAR AGREEMENT

If This Is Ratified by Officers at General
Headquarters, It Will Mean Indus-
trial Peace at the Quarries
for Five Years.

Rapid progress has been made during the past few days toward reaching a settlement between the Barre Quarry Engineers' association and their employers, which, following the settlement with the quarry workers, will insure industrial peace at the Barre quarries for a period of five years, to correspond with the agreement in the manufacturing end of the granite industry. Last night the engineers' union, in session at Tumas' hall in Granville, accepted the conference committee's report, subject to the approval of the general headquarters in Brooklyn, N. Y.

Furthermore, an official of the Quarry Owners' association stated to-day that in all probability the proposed agreement would be acceptable to his organization, inasmuch as the committee had agreed to the proposition with the engineers' committee on Saturday night, when their last conference was held. This tentative settlement was presented to the engineers' meeting last night through the chairman of the engineers' committee, Arthur Rouse. The other members of the committee were Assa Hyland, Frank Belville, Frank LaBounty and Joseph Suitor.

It was the regular semi-monthly meeting, and there was a good attendance, there being about fifty members present. President Rouse presided. The meeting was in session for about two hours, but not all the time was taken up with a discussion of the committee's report, since there was the routine business to be done before the meeting. Nevertheless, the bill was freely discussed, for some time, and when the men got around to vote on its acceptance or rejection they were very strong in voting favorably on the acceptance. In fact, it is said that the vote was quite near unanimous.

The result of the meeting will be communicated to the Quarry Owners' association and to the general headquarters of the union in Brooklyn, N. Y., and if a favorable reply is received from the owners and if approval is given by the officers at general headquarters, there will be nothing left to do except to meet for signing the bill, which it is hoped will be consummated within a week or ten days.

A few days will be necessary for an exchange of letters between Barre and Brooklyn, and until then the acceptance will be in abeyance.

It is hoped, however, that the last obstacle to securing a new bill, to take the place of the agreement which expires next spring, has been swept aside. Agitation for a new agreement was begun many months ago, because of the desire to have the quarry bill conform with the manufacturing bill in duration. The quarry workers and owners agreed some weeks ago.

Since the acceptance of the new bill is still in abeyance, neither side was willing to give out the full text of the committee's report, but it may be said that the bill is somewhat similar to the quarry bill, including the 8-hour day and running for five years, or until 1915, dating back to the time when the settlement in the manufacturing end of the granite industry of Barre was made.

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